

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR 29 November 1955

SUBJECT Construction of Marine Engines in East Germany

NO. OF PAGES 1

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO.

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1. The GDR Innenministerium (Ministry of the Interior) decided in early April 1955 that the 2,500-hp-diesel engines for the Forelle boat type were to be built by the VEB Industrierwerke Ludwigsfelde. Two engines were required for each boat. This engine was a 20-cylinder V-engine, similar to the Kloeckner-Humboldt-Deutz KVD 25 engine. The building of the first series without turbo-super-charger was to be completed by August 1955; there was no hope, however, of reaching this goal. At the same time, the design of the same engine with turbo-super-charger was started; by this means its power was to be raised to 3,000 hp.
2. In the middle of 1955, it was revealed that it was impossible to produce the crank-shafts, camshafts and planetary gears required for this engine type in the GDR. When two camshafts built by the VEB Industrierwerke Ludwigsfelde were examined they showed cracks and were not usable. The VEB Getriebebau Gotha which was to build the planetary gears refused to accept the order on the grounds that these engine parts could not be produced by the firm with the prescribed precision. When it turned out that it was impossible for the GDR to buy these shafts and gears from the West through direct trade negotiations, it was decided to obtain them from the West via the USSR.
3. It was planned to test the completed engines on the engine test stands of the VEB Elbewerk Rossau. According to what was learned however, only 2 1,000 hp hydraulic brakes were available so that the necessary braking effect could only be obtained by overstraining these two brakes.

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